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AN **emap** BUSINESS PUBLICATION

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October 26, 1989 Issue 560 £1

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- 1980 Ford R1114 Duple Dominant Express, 53 seats, red moquette, livery white/blue. MoT 1990.
- 1979 Ford R1114 Duple Dominant Express 53 seats, Bristol dome, grey/blue moq, livery blue.
- 1979 AEC 760 12 metre Plaxton, 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.
- 1979 Leyland 11 metre Plaxton X'press **SOLD** MoT Feb 1990.
- 1978 AEC 760 12 metre Plaxton, 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream.
- 1977 AEC 760 11m Plaxton, 45 reclining seats, autumn tint moquette, Bristol dome, side lockers, livery cream.
- 1977 Bedford YMT, 53 seater Caetano, livery cream. Red moquette.
- 1977 Bedford YLQ Plaxton Supreme **SOLD** autumn tint moquette, livery white.
- 1976 Leyland 53 seater Plaxton Express, semi-auto gearbox, side lockers, Bristol dome, autumn tint moquette, livery cream/maroon. Choice of 2.
- 1976 Bedford YMT 53 seater Plaxton Express, side lockers, radio, white/red livery, red moquette. MoT 24.04.90.
- 1976 Bedford PJK Duple Dominant, 29 seats, MoT Dec 89, autumn tint moquette, livery white/green.
- 2 x 1975 Bristol VRT (Gardner), 75 seat ELW body. MoT April 1990 and Aug 1990.
- 1975 Bedford YRQ, 45 seater Plaxton, powerdoor, livery blue/yellow, red moquette.
- 1975 Ford R1114 53 Duple Dominant Express, red moquette, livery white/blue/yellow.
- 1975 AEC 760 12 metre Plaxton, 53 seats **SOLD** ZF, autumn tint moquette, Bristol dome, side lockers. Livery grey/red. MoT June 1990.
- 1974 Bedford YPT Duple Dominant, 53 seater, powerdoor, red moquette, livery white.
- 1974 Bristol LHL 11 metre Duple, 53 seats **SOLD** it moquette. Livery white/black.
- 1974 Leyland Leopard 11 m **SOLD** dominant, 49 E type seats, semi-auto gearbox, side lockers, autumn tint, livery v
- 1972/73/74/75 Leyland Nationals, all MoT'd 1990, ideal contracts vehicles.

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1982/3/4 Neoplan Skyliners, 71/72/75 seats, toilet, drinks machine, fridge, radio, PA, Mercedes V10 Engine, 6-speed ZF manual gearbox, some remoquetted and refurbished.

SCANIA

1986 Berkhof Eclipse double deck 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white. MoT May 1990.

VOLVO

1982 Volvo B10M Plaxton Viewmaster, 49 seats, o/c continental door, toilet, drivers bunk, drinks machine, power door, tinted windows, livery white, autumn tint moquette, MoT March 1990.

LEYLAND

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT.

1981 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 remoquetted seats, ZF 6-speed, MoT July 1990.

1981 Leyland Leopard, 12 metre Plaxton Supreme IV, 49 Chapman reclining seats, ZF 6-speed manual gearbox, Bristol dome, destination gear. Livery white, autumn tint moquette. MoT.

BEDFORD

1981 Bedford YNT 53 seater Plaxton, side lockers, autumn tint moquette, livery white blue/yellow stripes.

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DAF

1983 (Y) DAF SB200 Jonckheere Bermuda, 47/51 reclining seats, ducted heating, integral side lockers, power door, wheel discs, toilet, curtains and seat covers, radio/pa/cassette, interior green stripe, exterior white, MoT February 1990.

1983 (Y) DAF MB Plaxton Paramount 3200, 49 reclining seats, 2 side lockers, ducted heating, power door, rear sunken toilet, tv box and wiring for saloon, radio/pa/cassette, interior brown stripe, exterior white, MoT new.

1980 (V) DAF DKTL Plaxton Supreme IV, 53 fixed seats, 3 heaters, power door, 2 side lockers, wheel discs, radio/pa/cassette, interior red, exterior white, MoT.

FORD

1983 R1114 Duple Dominant II, 53 seats + courier seat, curtains, Telma, retarder, exterior blue and white, interior blue. New MoT.

1980 R1114 Plaxton Supreme IV Express, 49 reclining seats, jake brake, side locker, interior brown, exterior cream and maroon. MoT March 1990.

1978 (T) A Series Faro 3, 25 seats, power door, radio cassette, interior red, exterior yellow and red. MoT 23/5/90

SCANIA

1987 (D) Scania K112 CRB Van Hool Alizee H, 49 reclining seats, power door, Telma, crew seat, side lockers, toilet, sink, fridge, blue curtains, radio/pa/cassette, interior blue/red/cream stripe, exterior silver grey, MoT May 1990.

VOLVO



1988 Volvo B10M Plaxton 3500, 53 reclining seats, rear sunken toilet, continental door, courier seat, beige and red interior, exterior white with red and yellow relief. Choice of 3.

1981 (X) Volvo B58 Plaxton Supreme IV, 53 remoquetted seats, power door, Telma, side locker, 3 heaters, wheel discs, interior brown chevron, exterior white, MoT December 1989.

1981 (W) Volvo B58 Unicar 11M, 53 seats, ducted heating, side locker, interior grey, exterior white/orange/red/maroon, MoT April 1990.

NEOPLAN

1986 Skyliner MkII Gardner engine, ZF automatic gearbox, 77 reclining seats, water boiler, fridge, drivers bunk, TV and video, MoT Feb '90. Interior red moquette, exterior, white, blue and orange.

N-E-W

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AEC

1979 (T) AEC 760 Plaxton Supreme IV, 49 seats, power door, side locker, heater, interior brown/beige stripe, exterior white, MoT March 1990.

DOUBLE DECK BUSES

1976/77 Daimler Fleetline, Park Royal and MCW bodywork, 76 seats, Gardner LXB engine, auto steering, single entrances painted all white, going through MoT, large selection.
1973 (L) Atlantean 680 Northern Counties, 74 seats, interior maroon PVC, exterior blue/yellow, MoT February 1990.

BEDFORD

1985 (B) YNT Plaxton Paramount 3200 12m, 53 reclining seats, ZF 6 speed gearbox, ZF power steering, side lockers, tinted glass, power door, curtains, radio/pa/cassette, interior brown and orange, exterior white and yellow, MoT April 1990.

1985 (B) YNT Duple Laser, 53 seats, ZF 6 speed gearbox, heated windscreen, side locker, power door, interior blue/grey stripe, exterior white/orange/yellow stripe, MoT April 1990.

1977 (R) Bedford YMT Plaxton Supreme, 53 seats, 3 heaters, radio/pa/cassette, interior red stripe, exterior white/orange/blue, MoT.

MINIBUSES



1987 Optare City Pacer, automatic transmission, Eberspacher heating, power door, side locker, 25 seats, int red and grey, ext white, new MoT.

1987 Mercedes-Benz 609D Reeve Burgess coach, 19 seats, power door, radio/pa/cassette, int grey, ext white, orange and black, one only, MoT 02-90.

1983 Y Fiat Caetano Beja, 18 seats, power door, luggage boot, int blue, ext white, MoT 23-04-90.

LEYLAND

1985 Leyland Tiger Duple Laser II, hydracyclic fully auto gb, power door, power steering, Webasto, radio/pa, curtains, int blue stripe, ext white, 53 seats, MoT 08.06.90, choice of four.

1985 Leyland Tiger Duple Laser II, power door, ducted heating, side locker, radio/pa/cassette, 51 E-type seats, int beige/red, ext white, MoT 08.11.89.

1984 Leyland Tiger 245 Plaxton Paramount 3200 EXP, semi-auto gb, side lockers, toilet, Webasto, 49r, int brown stripe, ext white, MoT 29.01.90.

1984 Leyland Royal Tiger Plaxton Paramount 3500, power door, integral side lockers, ducted heating, drinks machine, toilet, tv/video, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 13.02.90. Choice of 2.

1984 Leyland Tiger 245F Berkhof Esprite, underfloor lockers, plug power door, ducted heating, toilet, drinks machine, box for tv, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 25.06.90.



1983 Leyland Tiger 245 Plaxton Paramount 3500, power door, side lockers, wheel discs, heated mirror, toilet, tv/video, radio/pa/cassette, 49r seats and courier, int brown stripe, ext white, MoT 28.07.90.

1982 Leyland Leopard ECW EXP, semi-auto gb, destination gear, driver's partition, int autumn tint, ext white, 49 seats, MoT 05.05.90.

1982 Leyland Tiger 218 Plaxton Supreme V Ex, 3 heaters, power door, side locker, radio/pa/cassette, 53 seats, int autumn tint, ext white, MoT 30.10.89.

1982 Leyland Leopard Duple Dominant IV, ZF gearbox, power door, SBG dome, 4 heaters, radio/pa/cassette, 53 reclining seats, int blue/grey, ext white/blue, MoT 08.89.

1981 Leyland Leopard Duple Dominant II, ZF gb, power door, Telma, side locker, Bristol dome, 3 heaters, radio/pa/cassette, int red/orange, ext white, 53 seats, MoT 18.01.90, choice of two.

1981 Leyland Leopard Plaxton Sup IV, semi-auto gb, manual route gear, power door, Bristol dome, heated windscreen, 53r seats, int yellow/black, ext white, MoT 01.06.90.

1981 Leyland Leopard Plaxton Supreme IV EXP, semi-auto 2 speed gb, heated windscreen, 48r seats, Bristol dome, driver's cab, int autumn tint, ext cream/orange, MoT 25.11.89, choice of 3.

1979 Leyland Leopard Duple Dominant II, power door, 4 heaters, radio/pa/cassette, 57 seats, int red/orange, ext white/blue, MoT 01.90.

1978 Leyland Leopard Duple Dominant I, power door, Telma, Bristol dome, Webasto heaters, side locker, 49 seats, int blue stripe, ext white, MoT 12.01.90.

1972 Leyland Leopard Plaxton Elite, power door, autolube, side locker, 2 heaters, radio/pa/cassette, 40 fixed seats, int autumn tint, ext red/cream, MoT 23.11.89.

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Alexander in melting pot

THE future of the UK's leading bus bodybuilder, Walter Alexander, has been thrown into the melting pot by revelations last week that the parent Alexander industrial group is likely to be sold.

News of possible bid approaches broke on Thursday last week, as the coachbuilding company was putting the finishing touches on its stand at Coach and Bus 89 at the National Exhibition Centre. 'We're certainly the talk of the steamie at this show,' said sales and marketing manager Ian Murray.

Alan steps in



NEW president of the Bus and Coach Council is Alan Westwell (above), managing director and chief executive of Strathclyde Buses.

Merseyside man Westwell has been in the industry since 1956, when he was an apprentice with Liverpool City Transport Department. His career spans engineering and works managerships in Southport, Coventry and Glasgow. He was appointed the first director of public transport with Tayside Regional Council in 1974, and joined Strathclyde authority in 1979 as director general of the PTE.

He has been a member of the BCC since its inception and was chairman of the BCC Scottish Council in 1982. As an innovator, too, Westwell has left his mark. He was the originator of tactile plates for blind passengers and architect of computer registration of vehicles, which helped keep track of the deregulation situation.

'Buses and coaches are the lifeblood of the community,' says Westwell. 'They must be given a priority place on our streets and highways.'

The family-controlled Walter Alexander Group also owns the Domnick Hunter Filters business based in Co Durham, fuel distribution businesses in Scotland and Northern England, the Liverpool-based Domcraft DIY supplies company, the Slumberland bedding business based in Hawick and the Interplex electronics company.

The group suffered a two thirds drop in profits last year, leading it to the appointment of new chief executive Alan Cole and the disposal of several peripheral businesses, including Silver Coach Lines, the Edinburgh-based incoming tour coach company now owned by its management. It also sold a motor dealership, an engineering company and interests in farming.

Now, the Alexander board says the businesses will make more rapid progress under new ownership.

Following last week's revelation that there have been bid approaches, shares rose by 31p to 146p, valuing the company at £40.1 million.

The coachbuilding business,



An Ulster-built Leyland Tiger for Shearings on the Alexander stand at the NEC last week.

which made a £1.6 million profit last year, has factories at Falkirk and at Mallusk in Northern Ireland. The Ulster plant builds single-deckers, fire engines and ambulances, the Falkirk plant double-deck and single-deck buses and minibuses.

Last year, Alexander had a commanding lead of the UK double-deck bus body market, with 35.3 percent of the market and was second to Leyland in the single-deck bus market with 36.5 percent. Its 4.8 percent share of the minibus body

market put it in sixth place after Metro-Cammell Weymann, Reeve Burgess, Carlyle, Robin Hood and Optare.

The current fall in bus orders has led it to cut double-deck production from 12 to nine per week, but minibus production is being increased to meet a 100-vehicle order from Stagecoach for bodies on Mercedes-Benz 709Ds. They will be delivered over a four-month period.

Murray told *Coachmart* that the UK double-deck market, which could reach around 800 vehicles this year, could fall to 450 vehicles outside London next year. 'London is the sleeping giant which could increase this,' he added. Plaxton, which is known to want to expand into the city bus market, has already been mentioned as a possible buyer of Alexander's coachbuilding business.

Bonanza for Volvo

ORDERS for 45 Volvo B10M, three B9M and 10 Leyland Tiger coaches have been announced by VL Bus and Coach, all for next year's coaching season.

Topping the list is a £1 million order for 20 Plaxton-bodied B10Ms for Excelsior Holidays of Bournemouth, 10 of them DLs, seven GLs with Telma retarders and G7 gearboxes and three GLE models.

Flights of Birmingham has placed a £450,000 order for five B10MT three-axle chassis with 340bhp engines and three GLs with low driving position. All will have G7 gearboxes.

Tellings Golden Miller is taking six B10M GLs, Scancoaches five Jonckheere-bodied GLs, Tappins three GLs and Frames/Rickards three GLs with air conditioning.

Six of the Tigers will be 290s for Hills of Tredegar, four of them 250s for Armchair of Brentford. Armchair is also taking three B9Ms.

New Renaults

A NEW range of front-engined bus chassis, to replace the now discontinued Perkins-engined Commando range, will be launched next year by Renault Trucks.

Like the truck-derived G08, G10 and G13 models, the 1990 range will be built to full PSV standard, but will sell primarily to welfare, personnel and military buyers.

It will be based on the Midliner truck range.

Tiger escapes

WHEN Priory Coaches of Gosport had one of its Plaxton Tigers stolen, it was a case of now you see it, now you don't.

The A registered Tiger 57 disappeared in Portsmouth just before beginning the 310 service to Leeds. It turned up only days later at Blackpool Airport, where it had drawn the attention of a bus spotter, and was apparently under police surveillance. Unfortunately, it disappeared again.

The coach in question has the registration A36 GJT.

NEXT WEEK

TYRES

Get in the groove with Mike Morgan's super tyre round-up.

TOURISM

Rod Davey continues his fact-finding tour of Brittany.

Glenton in liquidation

LONDON-BASED Glenton International – which specialised in European travel for visiting American and Australasian tourists – has gone into voluntary liquidation.

A creditors' meeting is expected next week but sources suggest a queue of potential buyers for the business may provide a rescue before Glenton, which has temporarily ceased trading, bubbles under.

The 60-year-old tour operator was formerly Glenton Tours, but was bought out by management and re-named in December 1988. Earlier last year, Glenton announced the sale of all its 25 or so vehicles and garage in a bid to release capital for ongoing plans, and began hiring coaches – painted in the Glenton livery – from



A firm with history ... Glenton Tours, which last year changed hands and name, and is now in liquidation.

Telling Golden Miller. The sale of vehicles raised £750,000.

At the time, managing director Michael Rutherford was talking of a £3 million turnover, and projected figures of £4 million for the next 12

months. It seems this figure, with a 10 to 15 percent profit on turnover, was a little optimistic, even though the order book for 1990 is said to appear healthy.

Rutherford says the collapse has been due to a number of

factors. Massive discounting of its Australian market by competitors, caution on trans-Atlantic business which kept Sterling strong, increased UK interest rates, and a general down-turn of overseas visitors to London led to a year of poor trading. A boost of ABTA agents' commission in July had helped sales but even with consolidation was not enough.

He says ABTA and the CAA were informed of the problems, and that no passenger was left stranded, since the season had already ended. A small number of deposits for 1990 bookings had been held, and would be returned by financial backers as a gesture of goodwill.

Tellings Golden Miller – which earlier this year leased a number of Volvo Van Hool coaches in a £1.3 million deal with Havelet – admitted the situation would cause them problems. 'The extent of these problems are not yet known,' said managing director Steve Telling.

'We heard about the liquidation only a few days ago, and we have not had time to sort everything out. But rest assured we are not sitting around, and we will survive this.'

Telling said 12 of his 33 vehicles were handling Glenton Travel business.

London on night shift

LONDON Buses has gone on the night shift – with 11 new all-night buses and a change in other night services from October 28.

Demand for the buses has brought about the change, which represents a 20 percent increase in the network.

Areas which will now have a night service include: Hampstead Village, Highbury Barn and Grahame Park in North London; Battersea Bridge area in Central; Woodford Wells, South Leyton, Loughton and Debden in North East London; New Malden, Hook, Tolworth and Surbiton in South West London and Surrey; Charlton Village, Beckenham, Plumstead Common, Erith, Sidcup, Hither Green, Blackfen, Nunhead, Petts Wood, Orpington, St Paul's Cray, Foots Cray and Farnborough in the South East; and South Norwood, Norwood Junction and Thornton Heath High Street in South London.

Under wraps

WADHAM Stringer is developing a low-floor midibus body which will be launched next year to complement the Vanguard II bus and Winchester coach bodies already in production. It has still to reveal details of the chassis.



Jan Patterson of Summerfield receives the award from Thorpe Park head of sales and marketing Derek Oliver (right) and Coachmart editor Alan Millar.

Top award for Summerfield

SUMMERFIELD Coaches of Southampton is the winner of the first-ever Coachmart Operator of the Year award presented by Thorpe Park leisure park.

It operates 13 mini and mid-sized coaches and buses and specialises in executive standard work for conferences and other corporate business work.

Handing over the award to Summerfield manager Jan Patterson at Coach and Bus 89 last Saturday, Coachmart editor Alan Millar said the judges had been particularly impressed by the company's dedication to quality, its investment in an automatic washer to keep its vehicles in pristine condition

and its efforts to promote itself to a wider market.

'We were looking for evidence of a company which was growing by investing in marketing and paying close attention to customer care,' he said.

Runner-up was Autopoint Coaches, a 28-vehicle coach and minibus business based at Herstmonceux in East Sussex.

Summerfield won £250 cash, 50 free entry tickets to Thorpe Park and the right to display Operator of the Year stickers on its coach fleet. Autopoint won a bottle of champagne and £150 worth of free classified advertising in Coachmart.

Join us now

REMEMBER, you have until next week to reserve your place at the 1989 Coachmart conferences in order to take advantage of the special price of £29.95 per place.

The emphasis is on practical operational information in the Financing for Profit conferences on November 14 (Selfridge Hotel, London) and November 16 (Whitwell Hall Hotel, York) and at the Image to Increase Sales conferences on November 23 (St George Hotel, Harrogate) and November 27 (Kensington Palace Hotel, London).

If you book before November 1, the fee per delegate is £29.95. After that, it rises to £49.95. The fee for non-subscribers is £75. You can book by phone and pay by credit card.

For more details, look for the insert in this issue and return it to us NOW.

New routes for tender

A FURTHER 29 LRT routes and services in two networks are among the tendering list for 1990.

LRT says the routes amount to some 18 million bus miles per annum, the current 1,500 buses on tendered routes covering 40 million bus miles. Around a quarter of London's services are operated under contract to LRT, and a third of those contracts have gone to companies outside the LRT group.

The proposed list of 1990 tendered routes is available from the Tendered Bus Unit Manager, 55 Broadway, London SW1H 0BD.

Epsom goes for limiters

SURREY operator Epsom Coaches has beaten the predicted rush for speed limiters by retrofitting its 51 vehicles with VDO instruments.

Epsom's campaign to equip all its fleet with speed limiters began in 1987, and it now has more than 30 units installed. It's not just the 1990 legislation that has forced Epsom's hand, says its fleet engineer Ron Miles.

'Even if limiters weren't becoming mandatory, now that we've seen the benefits we would want to have them anyway. Beating the rush is just an incidental benefit.'

The VDO limiters - made in Germany but supplied by VDO Instruments of Birmingham -



Epsom Coaches - equipping its fleet with limiters.

are calibrated electronically and can be fitted in a single day. An electric actuator is placed within the throttle linkage, and speed is monitored via the tachograph.

Parking plan for Xmas

CHRISTMAS parking arrangements in London's Oxford Street have been announced following the failure of negotiations to secure North Carriage Drive, Hyde Park, for coach use.

Metropolitan Police coach advisory service says that, from November 14 to December 31, pick up and set down points in Park Lane will be closely monitored to ensure there is no congestion. The plan announced is:

- Coach parking bays in Park Lane have been suspended to create better set-down and pick-

up space.

- Set down and pick up is in Park Lane northbound carriageway, while set-down and pick-up after 11 am is in Bayswater Road, eastbound, between Albion Street and Stanhope Place.

- Passengers must be picked up where set down.

- Coaches that arrive early may be moved on.

Additionally, police warn that roadworks on the A41 in Gloucester Place are likely to cause disruption, so drivers should consider using the A5 or A404.

New Belfast link-up

SCOTTISH Citylink has teamed up with Ulsterbus and Dods of Troon to run services from Belfast to London, via Stranraer.

The route was run jointly by National Express and Citylink previously, but the new team effort will, says Citylink MD Alan Howes, allow further development.

'It's very seasonal business,' said Howes. 'But our only real competition is air travel.'

SCT sale

STAGECOACH'S southern squeeze continues with the sale of Southampton City Transport's shareholdings in Portsmouth Citybus to the group.

SCT says the sale will improve the trading position of Citybus and provide an injection of capital. A Press release says: 'This action can best be taken by the new owners, who are in a better position to provide a future for the company.'

SCT's managing director Ian Phillips told *Coachmart* he could not comment on Stagecoach's plans for the operation, and did not know whether it intended to retain the Citybus name. Stagecoach's expanding Southdown operation is expected to control this newly-acquired company.

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1983 (Y) TRANSIT, 16 seater, petrol, full soft trim, luggage racks, annual April '90. **£4,950.**

1984 (B) SHERPA 350 petrol, pick-up truck, immaculate condition throughout, one year's MoT. **£2,900.**

1986 (C) TRANSIT, petrol, 15 seater, Schedule 6, immaculate throughout. **£6,250.**

1987 (D) IVECO 35-8 Derv, very high spec throughout and in immaculate condition, annual March 1990. **£9,000.**

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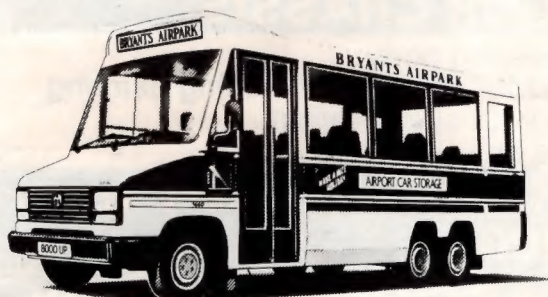
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Lee acquired

LEE and District, the seven-vehicle tour and charter operator based at Chesham, Bucks, has been acquired by London Country North West.

LCNW, the only management-owned division of the old London Country business, has also sold its Amersham depot and has restructured its management team with MD Dennis Ord becoming chief executive, former Cambus marketing director John Tate becoming MD of Hertfordshire operations and Chris Dexter becoming MD of Berks/Bucks operations.

Ad boost for Caledonian

TV advertising is being used to promote Caledonian Express routes to the Scots.

A spokesman said the 20-second commercial is due to start in early November, being screened on Grampian and STV. It shows a Tayside Travel Services Neoplan double-deck coach emerging from a smoke-filled hangar, and gives brief details of phone booking.

The campaign adds yet more fire to the competition for passengers between Caledonian and Scottish Citylink, whose 'truce' over Anglo-Scottish and

domestic routes ends on October 29. The companies have already promised more frequent services, better comfort, reduced journey times, hot food and new fare structures, and Express has extended its Scottish routes north as far as Scrabster.

Scottish Citylink says it has been using TV promotions for some time, but is concentrating its sales drive for the new services into Scottish newspapers and radio advertising.

'Quite frankly, we're not too

concerned about this,' said Citylink's managing director Alan Howes. 'It is Caledonian Express who are chasing our Scottish customers, not us chasing theirs. The situation might be different south of the border but we're not planning any TV advertising in England and Wales.'

● NATIONAL Express's International Express coach services are now Eurolines UK Ltd, operated alongside the European Eurolines network and sharing its booking facilities.

The consolidation is, says manager John Gilbert, a marketing exercise as well as offering an improved service. 'The many coach operators throughout Europe that make up the Eurolines network are working together to raise the awareness of the Eurolines name among our customers,' he says.

Receiver sells Dalesman Travel

YORKSHIRE tour and coach hire company Dalesman Travel is being sold by the Official Receiver.

The Ilkley-based firm, with around 23 vehicles, has garages in Keighley, a leasehold garage in Guiseley, leasehold offices in Ilkley, and is said to have a £½

million turnover. The firm – which is still trading – currently employs around 30 full and part-time staff.

Among the vehicles are DAF chassis coaches with Van Hool and Plaxton bodies, Mercedes midibuses and a range of minibuses. Dalesman has a

number of contracts and advance bookings.

The receiver – Mark Dobell of Ernst & Young – has described as 'short-term' the plan to sell Dalesman, but said an advertisement placed in the Financial Times last week had already produced enquiries.

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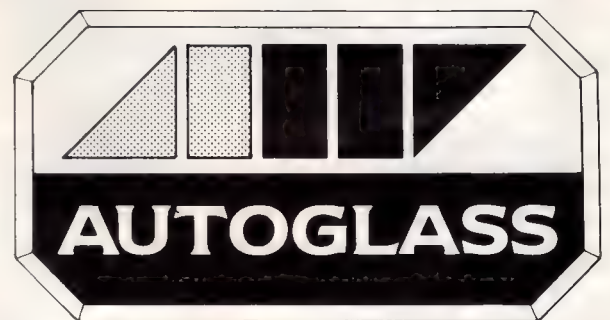
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I'm smiling as the snatch-backs pile up



I AM getting tired of hire purchase companies ringing up trying to place the repossessions and liquidated leases with me.

Snatch-back of the week is a six-month-old Scania K93 with Duple 320 bodywork. It stands them in, would you believe, at about £95,000. Last week it was a similar specification vehicle, but only two months old.

The company was in liquidation and had, apparently, not paid a single lease payment on it.

Most of us do have to lease or buy on hire purchase, but I do wonder why people get themselves tied up in impossible deals. I fear that the increase in base rates may exacerbate this situation further as many operators will have been tempted into floating interest rate deals in the belief that the cost of borrowing was likely to fall.

Every time there is even a threat of a rise in the bank base lending rate there follows a spate of media concern on the effect on mortgages. While I do understand the worry of those whose mortgage outgoings may have increased by half in little over a year, and for operators who may face increases in hire purchase costs when they had expected decreases; I can not feel really sympathetic about the plight of any of them.

As I see it, the task of house-buyers and the duty of operators seeking finance on coaches, is to plan their budget to meet fixed cost repayments. The exciting, but potentially dangerous, job of predicting how the money markets will move over three, five or 20 years is surely best left to financial institutions and City speculators.

That is certainly my philosophy and when I have had to borrow, either for short or long term acquisitions I have left the money risk, or gain, to others and opted for fixed interest rate loans. I can therefore afford, and I mean afford, to smile now as the snatch-backs stack up and the mortgage holders wail.

Speaking of vehicle stocks: haven't the dealers got a lot of new coach stocks left on their hands? It has been suggested to me that, nationally, there are about 400 new coaches in stock. This unprecedentedly high figure represents something like a quarter of annual sales. As an operator who has always felt that the industry needs the support of dealers, I do find this rather worrying on many counts.

To stock even an £80,000 coach on overdraft at 16 percent, only 18 percent over base, costs £35.00 a day in interest charges, or more than £6,000 to let it stand around for six months. Many such vehicles have already been kicking around dealers' premises for that time and may well be there for a further half year before buying for the 1990 season takes place.

Unless some dealers are going to go to the wall as a result of their miscalculation of sales volume in 1989, the cost of stocking these new vehicles (which may well run to something like £5 million across all dealerships) is going to have to be recouped. From where – other than from we purchasers?

And how might that be achieved? I see two approaches, the first of which is already manifesting itself. Never in my recollection has there been such a large difference in the price between a second-hand vehicle on offer from a dealer and an identical coach being sold by an operator or at auction. In other words, as dealers cannot recover the finger-burning stocking cost of new coaches by increasing the prices of them, they are instead seeking to offset their losses on the new by increasing profits on secondhand sales.

But this can only be a short term solution for it will soon kill dealers' used sales too and further increase stocking costs.

Did I say that they could not increase the price of these costly new stock jobs? That might be true if there really was a surfeit

of stocks so, would it not be in the dealers' best interests to pull the levers that control the actual supply and thereby create a shortage for 1990? Might this not already be happening?

Because there are some 5,000 or more of us in a market where every adult in the nation is a potential buyer, we do not enjoy the luxury of being able to cajole the market into the shape we wish it to be. Nor, I suggest, can we get our heads together and agree to uplift our prices generally.

I suggest that over the next few months those of us who wish to survive should be

pondering what we can be offering out potential customers to give us an edge over our competitors.

I suggest that today's buyer is looking for a business-like approach to his transaction: a point of sale that looks like a booking office, rather than a second hand parts counter; sharp and tidy written communications, preferably with correct spelling (all of which a cheap word-processor will do) in place of overtyped corrections and feint, ragged type turned out from an ancient Remington – the trademark of many operators.



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FLEET UPDATE



Midi Mercs for Midlands

This is one of eight similar midibuses currently operating from the Worksop depot of East Midland.

The Reeve Burgess bodywork is finished in Stagecoach corporate livery and seats 31 plus eight standing. It is based on Mercedes Benz 811 stretched chassis.

Tiger for Lothian

Seen in the black/blue/white livery of Lothian Regional Transport is this new Leyland Tiger.

It is one of a pair with Cummins L10H 250 bhp engines, ZF 5HP 500 automatic gearboxes and Plaxton Paramount 3500 three star bodies. The specification includes reclining seats, double glazed side windows, pannier lockers, curtains and centre continental door.

It was supplied by Kirkby Coach and Bus, Anston, Sheffield.



Caetano cracker

Supplied by Salvador Caetano (UK) Ltd, this Caetano Algarve has joined the 10 vehicle fleet of Tates Coaches, Markyate near St Albans.

The 53 seat coach is mounted on DAF SB 2305 DHS integral module, which features 265 bhp engine with ZF S6.80 splitter gearbox and full air suspension.

The Algarve coachwork incorporates reclining seats, courier seat, tinted side windows, full draw curtains, soft trim, centre gangway carpet, and radio/PA/cassette.

FLEET UPDATE

Swift flies to Burnley

Pictured is this Leyland Swift recently supplied to R Hodgson and Son of Burnley, Lancashire.

Supplied by Kirkbys, the coach features 37 seat Reeve Burgess body and is finished in white, gunmetal metallic and red/black stripes.



Island life for six



The bus pictured is one of a fleet of six new Northern Counties bodied Leyland Olympians in the course of delivery to Isle of Man Transport.

They are based on 9.6 metre Leyland Olympian chassis with Cummins L10 engines and ZF

automatic gearboxes. The single-doorway 77 seaters are 14ft 2in high and have soft trim on the lower side panels and on the seat backs.

Primary use of the Olympians will be on routes from Douglas to Ramsey, Peel and Port Erin.



Jewel in Jalna's crown

JALNA Coaches manager Alan Stone accepts the keys of a Jonckheere Deauville/Volvo B10M from Havelet Leasing executive Peter Davie.

The 51-seater with six speed manual gearbox is destined to work continental tours among a

fleet of six executive coaches run by Jalna from its base in Church Gresley near Burton-upon-Trent.

The company will be painting the new coach in its primrose, red and smoke-grey livery.

Delta goes out west

Wests Coaches of Woodford Green, has taken delivery of its first new bus. Dedicated for operation on LRT service 201, the Optare Delta was supplied by Hughes DAF, Cleckheaton.

The standard Delta chassis specification includes 11.6 litre turbo charged DAF engine with ZF 4HP 500 automatic gearbox. 48 Fibra 4 seats are provided.





Sharn on the MAN 10.180 chassis, which is becoming a widely-used base for mid-sized buses and coaches, the Smit Meteor can carry up to 30 passengers

NEW DAWN OF EUROPEAN TRENDS

MANY UK operators will by now have seen for themselves at the BCC Show, the developments which were highlighted at Kortrijk a week earlier.

Over the last two decades, Belgian industry has made an impressive contribution to European bus and coach technology and the presentation on its home ground provided visitors with an update of the role which companies such as Jonckheere, LAG and Van Hool play in the increasingly important export sector.

The Kortrijk Show, the tenth in a series of events which began modestly in 1971 with an attendance of just 300 visitors, neatly slotted into in the bus and coach sector which culminates with the Birmingham weekend.

Kortrijk Show in Belgium sets the scene for Britain's BCC show. Bill Godwin reports on the top exhibits.



Bob Lee, chief engineering executive of Neoplan, with the 'PSV Of The Year' trophy awarded unanimously by a panel of judges from 12 countries.

Kortrijk in fact attracted many UK specialists who were given a preview of some of the new vehicles subsequently brought over to Britain. Visitors also saw some of the exotic vehicles of the type which will remain rare in the UK.

The star grading system, now compulsory in Belgium, formed the subject of a well-attended meeting at Kortrijk arranged by the IRU. It is now raising the standard of vehicle equipment at a rate, it was claimed, which was less likely to have been achieved under a voluntary scheme.

While the IRU hopes to convince European operators and the travel trade of the long-term benefits derived from the quality control system, which is also designed to give coach travellers a more uniform indication of the comfort and equipment of vehicles, it is likely to be a slow process to bring other countries into the fold.

One of the Kortrijk premieres was provided by LAG with the appearance of the first two pre-production vehicles built to the new EOS design. EOS — the word is Greek for 'dawn' — will undoubtedly also be one of the stars of the Birmingham show although, in common with other importers, LAG will have to face the current economic hiccup of a weak currency

KORTRIJK SHOW

coupled to high interest rates.

Whether the export potential for British industry – which the Chancellor sees in the situation can be fully exploited by companies such as Plaxton, Phoenix and Optare (all showing, or represented, at Kortrijk) – remains to be seen.

Previous experience has shown that it needs more than a favourable exchange rate to attract foreign buyers. The presentation of the 'PSV of the Year' award to Neoplan (for the innovative technology of the lightweight MIC Carbonliner) was another feather in the cap for the company's chief engineering executive, Bob Lee, who carried off the trophy with the words "...it's heavier than the bus".

Scania used Kortrijk for the first foreign presentation of a new derivative of the 113 range of PSV chassis in which the power unit has been inclined 60 degrees to allow the floor level to be lowered for increased flexibility in the body layout.

Van Hool as one of the two main occupants of an additional new exhibition hall at Kortrijk – the other vehicle stand was Mercedes-Benz – linked up over 20 buses and coaches including the 200th vehicle to be supplied to the USA.

Other export vehicles on the Van Hool stand underlined the impressive achievements of this manufacturer in foreign markets. Exhibits range from a coach for Biss Bros to one of the 22 articulated AG 700 buses now in course of delivery to a Montreal operator.

Designed to carry 130 passengers, this vehicle is powered by a Cummins LTA-10 vertical engine, side-mounted in the location also used in other models of the current bus range, and driving through a Voith transmission.

Significantly, the first public presentation of the A 600 bus highlighted the use of a rear-mounted power unit in response to the need of the SNCV undertaking, Belgium's largest single fleet operator.

The clout which this group has in establishing engineering features was also evident from the exhibits on the Jonckheere display. There the presentation of the 041 bus revealed a return to conventional engine/driveline layout although a number of body features of the 'Tricity' prototype shown in 1987 have been adopted.

Jonckheere's work in the coach sector was represented by the luxurious Deauville range now with revised frontal styling. This builder also has an impressive record in the export sector with Greece and Israel among recent new territories.

At Kortrijk a Mercedes-Benz LN 2-based 38-seat coach for Martinique was another example of the builder's flexibility in meeting specialised requirements.

Caetano's presence at the Belgian show included an Algarve coach on DAF 3000 chassis and fitted with a novel air conditioning system developed by a Dutch company in co-operation with the engineering departments of



Berkhof's latest version of the Excellence 2000 programme was shown on a Volvo B 10 M chassis with a lowered driving position. The vehicle also featured an 'ionized air control' system for optimum passenger comfort.

Delft and Eindhoven universities.

The IMRAK system is based on a new principle of air circulation and is claimed to provide optimum heating and cooling under all weather conditions. A complete air change in the coach is effected in under two minutes to ensure complete removal of cigarette smoke etc.

Berkhof's new version of the Excellence 2000 range of coaches also featured a novel air conditioning system which incorporated 'ionized air control' for optimum passenger comfort. The Berkhof-built Italia coach on the Volvo stand was fitted with the optional new rear lay out combining access to the toilet with that to the reduced height emergency door.

Berkhof's bus-building associate Hainje introduced at Kortrijk a new MAN-based midibus with the styling of the full-size vehicles and featuring two doors. Provision of two doors is considered absolutely essential even on smaller vehicles, such as the Mercedes-Benz 0.614 minibus in a prototype conversion by Denolf & Depla.

Demonstration vehicles by Mercedes-Benz included the Optare StarRider. The Renault presence at Kortrijk included one of the first of the new FR1 GTX coaches as already described in *Coachmart* July 27, 1989, while Bova had an impressive line-up of Futura vehicles with pride of place given to the new FHD 10-290 model which was launched at the recent Frankfurt show. Plaxton's participation gave continental visitors a good indication of this maker's product range represented at Kortrijk by two paramount coaches, an Iveco 170 S-based Lorraine and a Reeve Burgess minibus on Mercedes-Benz T 2 chassis.

Incidentally the 6 to 8.9 tonnes sector in Belgium is almost exclusively supplied by Mercedes-Benz based vehicles in Belgium, with a market share of 97 per cent in the first nine months of 1989. Smit BV, of Joure, brought no fewer than eight vehicles to Kortrijk with the striking Jupiter double-deck coach for PDM providing an interesting example of this coachbuilder's skill in meeting specialised needs in the promotional and VIP sectors. ■



Plaxton showed the flag for Britain with a display which included a representative selection of vehicles such as the Paramount, a Reeve Burgess 'Beaver' and an Iveco-based Lorraine body from the French plant.



Seen here by the Mersey is the Mercedes 814D conversion carried out by Liverpoolian convertors North West Coach Sales.

MERSEY MERCEDES

ALTHOUGH Mercedes has delayed the official launch of its intercooled 814D until the BCC show, Liverpool-based North West Coach Sales has been converting the model for some months now.

The main alteration to the Mercedes van involves the original rear overhang of 2140mm being extended to 2680mm. This is carried out using original Mercedes panels – simplifying any potential damage repair problems. Side bodywork as well as the roof panel is OEM in origin, so no difficulties there.

Build

Based on the original van, the vehicle has a rigid braced loading compartment, aka saloon, with pressed steel panelled side walls and roof.

The van chassis is constructed from a high tensile steel chassis frame. It has channel section side members and tubular cross members. A rear underride guard completes the chassis build specification.

Being a van conversion, the finished vehicle still carries the distinctive Mercedes frontal aspect with the distinctive grille and 'gun sight' badge. In the

The exciting Mercedes 814D was officially launched at this year's BCC Show. But staff writer Rod Davey got there first with a full road test of the model from North West Coach Sales

base white of DG Travel, the black radiator grille with integral rectangular headlamp and trafficator arrays, together with the black trim of the bumper bar, lower skirts and wheel arches, provide a visual contrast.

However, from the side elevation, the rear overhang makes one wary of 'tail wag', although on the test run this did not prove excessive. In fact, the elongated body lends an aesthetic sleekness to the overall external appearance.

From the rear aspect, the vehicle's image is one of practicality – with a deep rear window providing an adequate rearview through the vehicle's interior mirror. Combined with the deep rear boot, with an overall capacity of well over three cubic metres, this coach conversion should prove adequate for the carriage of

passengers' luggage.

At the rear offside, the North West conversion has an emergency exit which, with this configuration of 26 seats, is not obstructed. But access through the otherwise wide standard cab door is halved by the intrusion of the front nearside wheelarch. Furthermore, an uneven step configuration further frustrates an adequate layout in this respect.

To be fair, on such a coach conversion such problems of access and egress are not as problematic as on a bus – even so, the problem does highlight qualitative differences between most conversions and body building on chassis.

However, qualitative advantages also exist with conversions. For example, the van base usually provides exceptional outside access through the bonnet for routine

maintenance and access to coolant, hoses, oil and brake fluid. The test vehicle was no exception to this general rule – and internal engine access via the cab cowl amply illustrated the trade-off. The cowl is easily removable with quick-release catches.

Passenger comfort

Internal height gives adequate headroom at 1940mm, while the soft-trimmed interior provides the necessary coach ambience. Looking down the length of the coach one is immediately impressed with the heavily-ribbed rubber aisle carpet, which must provide an excellent grip for passengers in the wettest conditions.

Armourfloor, in a dark charcoal grey, provides the lino covering under the seating area.

The highback coach seats are manufactured by MTB, and are fixed in the lower saloon, although tracking is available as an option. However, the raised plinth at the rear of the saloon has two rows of double seats on either side which are fitted on to seat track.

With a matching centre roof panel, the vehicle's 26 seats – with an option of up to 30

ROAD TEST



From the rear aspect, the vehicle's image is one of practicality – with a deep rear window providing an adequate rearview through the vehicle's interior mirror.

available – were finished in grey Holdsworth moquette. Contrast to the the grey cord side and remaining roof trim was provided by centre back inverted chevrons of red, orange and yellow. Carpet quality was to Gaskell's broadloom specification.

As if to show the colour co-ordination possibilities, draw curtains of a similar scheme were fitted to the rear window.

All seats had seat back ashtrays, coat hooks and grab handles to the aisle side.

Incidentally, North West Coach Sales MD Phil Roberts told me the large rear sill, created by the exceptionally large boot at the rear, could be curtained and partitioned to provide a driver's rest bunk if required. While I doubt the usefulness of this on such a short haul medium capacity vehicle, it may be the sort of thing the owner/driver might go for.

Passenger visibility, both through the the front laminated windscreen and the fixed frame toughened tinted side windows, which are manufactured by Moydon, was exceptional. And it was hardly impaired by the pre-formed GRP parcel racks at either side which, nevertheless, were extremely deep and useful.

Options fitted to the test vehicle included forced air ventilators and reading lights, together with two pairs of stereo speakers. All were accommodated with ease by the rack installation while leaving ample space for incidental luggage.

General saloon lighting is provided with two full size fluorescent lights with nightlight dimmers fitted. Additional ventilation is catered for with a large lift-up roof vent conforming with PSV emergency exit requirements in the event of a roll-over accident.

Apart from aisle seat grabhandles, handrails and guards are provided as chromium tubing on the decency screen and by a fixed stanchion by the driver's screen. However, the vehicle gave a smooth ride with little roll or

pitch throughout the duration of the test, which was over 80 miles in the countryside to the east of the Mersey.

Both radio and cassette audio entertainment was provided by Radiomobile, and there were auxiliary mikes both for the driver and a courier. Sound quality of the installation was good – in fact the volume range appeared to be sufficient for a mobile heavy metal disco.

Driver comfort

Being a van conversion, the fascia tends to spread across the whole of the front inside panel. However, the majority of the driver controls are within easy reach.

From the Mercedes driver's seat – which is not only fully adjustable for height, reach and rake, but has an adjustable squab and reclines – instrumentation is adequately laid out.

Following the standard Mercedes pattern, the tachograph is located to the right of the steering wheel column. Symmetry is complete with a similar sized dial to the left containing oil pressure, temperature and fuel level. To the left of the tachometer are situated the main light and night light switches, together with the rocker switch for the foot-operated exhaust brake.

To the immediate left of the column there is an array of

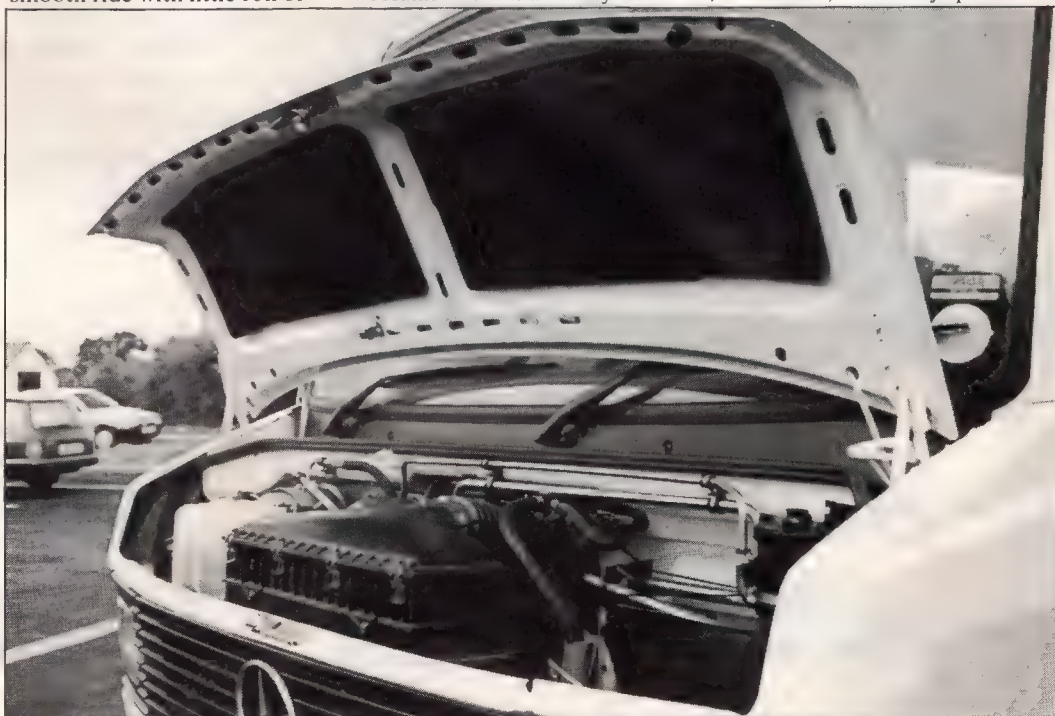
such functions as lights, cab light and individual blowers. Beyond this are controls for the two-speed heater, air vents and rear two-speed switches.

Apart from pedal controls, which very largely seem adequate, most others are on the right hand steering column appendage – the multi-function stem. This standard Mercedes control contains functions for wipers, washers, dipped headlights, horn and trafficators. Although a description of the various functions would be necessarily complex, I feel it is sufficient to say this is the standard Mercedes column stem.

One criticism involves the siting of the exhaust brake button, which is located in a set-back position from the driver's left hand heel. On the more positive side, it is possible to isolate the exhaust brake to prevent possible wheel locking during adverse weather conditions.

Forward view was for the most part good during the test, and rear view was excellent – the offside exterior mirror was located slightly below eye level obviating blind spots at junctions. Sun protection is provided by the standard van cab flaps.

Steering, although very light with the Mercedes power assistance, was always positive. ▶



Qualitative advantages of van conversions include exceptional outside access through the bonnet for routine maintenance.

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ROAD TEST

Whether driving backwards or forwards the vehicle proved to be extremely manoeuvrable – the extended rear overhang did not present any obvious difficulties.

Gear changing through the Mercedes five-speed synchromesh box was always notchy, even and fast – and given the lower crawler gear most of the time it could be used as a four-speed.

Performance

Acceleration was quite nippy in the lower ratios – with 30mph being reached in a startling seven seconds and 50mph in 22 seconds. Although quite normal for a vehicle of this capacity with a 134bhp power unit, acceleration falls off at the higher speeds. For example, on a flat road with normal wind resistance, it takes 65 seconds to reach 70mph.

Performance in top gear might not be the worse, but certainly shows a reluctance to pick up from the lower speeds. From 50mph, top speed is reached in 43 seconds and from 30mph in 63 seconds.

While I took every care to adhere to the national speed limit, quite obviously this machine is capable of much more. As Phil Roberts told me it was capable of speeds well into the eighties, it is perhaps advisable to ask for a top speed limiter on the final specification on this variant, which has a final drive ratio of 3.15:1.

The terrain around the west of the Merseyside area varies from the reasonably flat to the hilly – so the test route thoroughly put the vehicle through its paces. Even so, fuel consumption was notable – with an overall figure of nearly 19mpg being recorded over a distance of over 83 miles.

Verdict

North West Coach Sales is a small company based in Bootle, and is not geared for large runs or exceptionally big orders. However, the company has supplied six similar coaches for Balmoral Coaches and is currently involved in a joint marketing initiative with the local Mercedes dealership Ensor Motors.

In turn, this gives the company access to the Scottish market through Blytheswood Motors in Glasgow. Both dealerships appear geared up for any after sales service which may be required by owners of the NWCS conversion.

Interest expressed at the BCC Coach & Bus show at the NEC recently shows that the new intercooled Mercedes 814D turbo diesel will be a popular chassis for both buses and coaches.

Certainly, NWCS appears to offer a competent body for coach use. By specification, the Mercedes chassis limits its applications to short haul medium capacity work – and why not? In between minis and

midis, this vehicle will no doubt find a welcome niche, especially with the small independent

operator undertaking a mixture of contract and private hire work. ☐



Access through the otherwise wide standard cab door is halved by the intrusion of the front nearside wheel arch.

Specification

Vehicle: Mercedes 814D Minicoach/
North West Coach Sales stretched
van conversion.

Seats: 26/30.

Price: £39,500 ex-VAT (inclusive of
new Mercedes Benz base vehicle
price).

Dimensions:

Length 7,900mm.
Width 1,042mm.
Height 2,840mm.
Wheelbase 4,250mm.
Rear overhang 2,680mm.
Front overhang 820mm.

Weights:

Unladen 4,300kg.
GVW 7,200kg.

Engine:

Type Mercedes OM364LA
4-cylinder turbocharged and
intercooled diesel.
Bore x stroke 97.5mm x 133mm.

Capacity 3972 cu cm.
Maximum net output 134bhp
@ 2,600rpm.
Maximum net torque 318 lbf ft
@ 1,400rpm.

General Bosch direct injection
pump with RQV governor and a
cooling system with a water capacity
of 13.5 litres (3 gallon). Fixed fan.

Transmission:

Gearbox Mercedes G3/60-5/7.5
five-speed synchromesh.

Gear	Ratio	Max Speed
1st	7.508:1	7mph
2nd	3.986:1	19mph
3rd	2.302:1	32mph
4th	1.387:1	53mph
5th	1.000:1	70mph
Reverse	6.932:1	-

Clutch Single dry plate
hydraulically actuated.
Diameter 310mm.
Area 2x515 sq cm.

Gearbox Option Mercedes
automatic transmission W4B035.

Gear	Ratio
1st	4.18:1
2nd	2.41:1

3rd	1.46:1
4th	1.00:1
Reverse	5.88:1

Axles:

Front Mercedes rigid stub axle
type VL1/10C 2.5.
Rear Mercedes hypoid type
HL2/15-5.8.
Final drive ratio 3.15:1
(optional 3.64:1).

Suspension:

Front Parabolic 1,550mm leaf
springs, telescopic shock absorbers
and stabiliser bar.
Rear Supporting 1,550mm leaf
springs with auxiliary springs,
telescopic shock absorbers and
stabiliser.

Brakes:

Type Dual circuit hydraulic
with vacuum booster and load
sensing valve.
Front Floating caliper ventilated
disc brakes. Diameter – 324mm.
Width – 16mm. Area – 440 sq cm.

Rear Drum brakes. Diameter –
300mm. Width – 120mm. Area – 1,130
sq cm (effective braking).
Parking brake Ratchet operated
mechanical brake operating on rear
wheels.
Auxiliary Engine exhaust brake.

Steering:

Mercedes recirculating ball with
integral power steering.

Electrics:

Starting and lighting .24V.
Batteries 2 x 12V 55Ah.
Alternator 28v/28A.

Wheels and Tyres:

Wheels 6 x 17.5 rims.
Tyres 205/75R 17.5 tubeless radials.
Spare Mounted wheel and tyre.

Fuel Consumption Test:

Distance	Used	MPG
83.9 miles (135 km)	4.42 gallons (20.12 litres)	18.95

Penalty points removed after court appeal

A PARTNER of M and E Coaches of Rishton has had three licence penalty points removed and a fine reduced at an appeal at Preston Crown Court.

John Batrick had been found guilty of using a vehicle with dangerous parts by Clitheroe Magistrates' Court in May and was fined £200. The appeal court reduced this to £50.

In addition to the offence of using a vehicle with dangerous parts, he was also convicted of using a second vehicle with defective brakes, an offence he denied. He was fined £50 for that offence, without any licence endorsement. (*Coachmart*, June 22nd.)

For the prosecution, Miss M Brown said Mr Batrick had appealed on the grounds that the justices had insufficient regard to the evidence which amounted to a defence against endorsement, and that the fine was too harsh in the circumstances.

The facts were that at 0855 hours on September 26, a police officer on duty in Whalley Road, Billington, stopped a Leyland single decker belonging to M & E Coaches, which was working on a school contract.

A brief examination of the vehicle revealed a defect, and the vehicle was taken to a Ministry of Transport test station at Intack, Blackburn, for further examination. That examination revealed a defect to the front axle U bolts, in that they were loose, allowing the axle to move in relation to the spring.

There were excessive oil deposits on the chassis and wiring, and a fuel leak was spraying fuel on to the main isolator switch. The defects showed that the defendant had been using the vehicle in a dangerous condition.

Mr Batrick said the firm had been operating about 14

vehicles at the time. Two qualified fitters and a bodyman were employed. The coaches were inspected every six weeks and the service buses every four weeks. The vehicle concerned was part of the coach fleet.

He produced an inspection form for the vehicle concerned, dated September 22, 1988, saying the inspection had been carried out by the firm's foreman fitter. There was nothing to suggest in the inspection report there was a fault in relation to the spring U bolts on the nearside front axle or in relation to the fuel injection system.

However, he did not think he would have had time, as the vehicle was stopped early on the Monday morning. It would have been checked later that day.

The fuel leak had been caused by a split in the flexible hose, said Mr Batrick. He was not aware that it had occurred. No driver had made any written report to that effect. He did not know either defect existed when the vehicle was used on the road on September 26. Nothing had happened to give him any reason to suspect that those defects existed.

After Judge Reginald Lockett had asked about the matter of

Nothing had happened to give him any reason to suspect that defects existed

Mr Batrick said there was an arrangement whereby drivers could report defects between inspections. There was a report sheet in the office, which the driver had to fill in and then tell the fitter.

It had been necessary to fit a new spring to the vehicle concerned a week before the incident. He was not personally aware at the time that a new spring had been fitted. After a new spring had been fitted, it was normal practice to check the tightness of the securing bolts of the U bolts once the spring had settled down.

He would expect the firm's fitter to follow that procedure automatically, usually after one reasonable journey or after a full day's operation on the road. He was not aware whether the fitter had actually done so or not.

the defective brakes, Mr John Backhouse, for Mr Batrick, said there was no appeal in respect of that.

Judge Lockett said in that case the magistrates had decided not to endorse Mr Batrick's driving licence on the basis that he had no reasonable cause to suspect that the defect existed.

Mr Backhouse said two different vehicles had been involved, the brakes offence relating to a different vehicle.

Mr Batrick said the handbrake system had been found to be out of balance from one side to the other on the vehicle concerned, a Bristol fitted with three braking systems. There was a footbrake system, and a secondary braking system. It was in effect a split system, with the front brakes working independently from the rear.

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WEEKLY REPORT

ON LAW

AND THE

COACH OPERATOR

By Michael Jewell

Judge Lockett said he was not really concerned with the details of the brake defect. He was concerned about the knowledge of Mr Batrick, and the decision that was made.

Mr Backhouse said the purpose of the appeal was to seek to establish a defence against endorsement. Section 40(5) of the Fourth Schedule to the 1972 Road Traffic Act, Section 48 in the new Act, stated that a licence should be endorsed except where the offender proves that he did not know and had no reasonable cause to suspect that the facts of the case were such that an offence would be committed.

It was a defence that was of benefit to Mr Batrick, who at the time employed 14 drivers any of whom might commit an offence of which Mr Batrick had no knowledge.

He did not know why the magistrates had drawn a distinction between the two cases. The brakes matter was a trial, Mr Batrick having pleaded not guilty. However, the maintenance system was the same and Mr Batrick had given evidence that in neither case had he known of the defects or

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reclining seats, MoT 19.05.90.

1979 12m LEYLAND LEOPARD,
semi-automatic, Duple Dominant,
50 reclining seats. MoT 23.06.90.

BEDFORD

1975 BEDFORD Duple Dominant, 53
seats.

1974 BEDFORD PJK Duple 29 seats.



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buses, 73/74/75,
with good MoTs

BRISTOLS

1974 BRISTOL LH401, Plaxton, 43
seats.

1968 BRISTOL RELL Gardner engine,
ECW, 53 seats.

FORD

1977 FORD R1114 Duple Dominant,
51 seats.

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some with new MoTs.

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had reasonable cause to suspect their existence.

The only distinction that could be drawn would be if the maintenance system was inadequate. However, in this case inspection records were produced and were not challenged. On balance, argued Mr Backhouse, Mr Battrick was

Inquiry is abandoned

THE PSV operator's licence, held by Anthony Michael Grufferty, Joseph Thomas Grufferty, Peter David Grufferty and M Headley, trading as Stella Maris Brothers Coaches, of Peterlee, Co Durham, has been surrendered.

The partners had been called to disciplinary proceedings before the North Eastern Traffic Commissioner, Mr Frederick Whalley, in the light of the firm's maintenance record. However, shortly before the public inquiry was due to take place, the licence was surrendered and the inquiry cancelled.

entitled to the benefit of the defence against endorsement.

As far as the financial penalty was concerned, said Mr Backhouse, it ought to reflect the degree of knowledge and blameworthiness on the part of Mr Battrick. The question was whether there had been any negligence on his part in the arrangements he had set up for the running of his business.

He asked the court to say that Mr Battrick had set up a proper system, that he had employed qualified men to do the work, and that the work was being done.

Mr Backhouse said two faults had arisen, due to the changing of a spring – and the U bolts would have been checked later that day. The split had not been there when the vehicle was inspected four days previously.

It had not been reported by any driver, and indeed it was doubtful whether a driver would have been aware of it unless it affected the performance of the vehicle's engine. He maintained that Mr Battrick had not been to blame for the two things that had gone wrong.

In his decision, Judge Lockett said he had heard Mr Battrick's

evidence and he had been assisted by Mr Backhouse's extensive knowledge of these matters. On the balance of probabilities, he was satisfied that the defence against endorsement had been proved.

However, where carriage of the public was concerned, it was essential that maintenance systems be foolproof. He felt that perhaps there should have been some system whereby Mr Battrick was informed of work done to the firm's vehicles.

Judge Lockett ordered that Mr Battrick's appeal costs be paid out of public funds.

Plea for a licence

LIVERPOOL-based North Western Road Car Co Ltd has applied to the North Eastern Traffic Commissioner for a new standard international licence, authorising the operation of 32 vehicles from the Tinsley Tram Depot, Sheffield Road, Tinsley, Sheffield, the operating centre of Sheafline (PSV) Ltd, whose licence has been revoked with effect from December 8. (*Coachmart*, September 28).

Application is turned down

AN application by Nottinghamshire operator Mr E R G Fothergill, to increase the authorisation on his standard international licence from two vehicles to four, has been refused by the Eastern Traffic Commissioner, Brigadier Compton Boyd.

Mr Fothergill, of 12 Hall Close, Sherwood Park,

Rainworth, Mansfield, appeared at a Nottingham public inquiry at which the Commissioner was also considering taking disciplinary action. In the event, Brigadier Boyd decided to cut the duration of the licence so that it now expires at the end of August 1990.

£12,500 compensation for ex-MD

THE former managing director of Merthyr Tydfil Transport Ltd, Mr Gareth Morgan, who lost his job after the company was acquired by a consortium which includes Pontypridd operator Mr Clayton Jones, has been awarded £12,500 compensation for unfair dismissal, plus £500 costs, by a Cardiff Industrial Tribunal.

The company, formerly Merthyr Tydfil Borough Council Passenger Transport Department, was not represented before the Tribunal, and no communication had been received from it.

The Tribunal was told that Mr Morgan, of Fernlea Terrace, Troedyrhiw, Merthyr, began his career working for the Council's transport undertaking when he was 18 years old. When it changed hands in October 1986, he was the deputy chief transport officer and he was made managing director of the new company.

Following rumours that the company was being taken over, in April of this year, 18 employees left and went to National Welsh Omnibus. However, Mr Morgan, who was offered a position with National Welsh, decided to stay.

He often worked 76 hours a week in an effort to keep local

bus services running with a reduced workforce. He carried on working at that level until being dismissed in June.

In evidence, Mr Morgan said he had heard the consortium owning the company was about to change and would be owned by Shamrock Private Hire Services and Evans Coaches,

with Mr Clayton Jones and Mr Evans being in charge.

Following the change in ownership, he was issued with a number of unreasonable instructions. He was asked to take a cut in salary from £18,000 a year to £15,000 plus profit sharing, which he found unacceptable. On June 12 his office was taken over by Mr Clayton Jones and he was told by Mr Evans to stay at home. He was also warned by a union official that he was going to be sacked. He finally received a letter of dismissal on June 17.

Awarding Mr Morgan the maximum amount of compensation payable, the Chairman of the Tribunal, Mr Patrick Webster, said it had been a cynical, unfair dismissal, carried out without the slightest attempt at humanity or decency.

After 25 years of loyal service, Mr Morgan was catapulted on to the labour market after a vague and totally unfounded allegation had been made against him.



Firm's plans are 'too flimsy'

A PARTNER in the failed North East Bus Services firm has had a licence application in his own name rejected by the North Eastern Deputy Traffic Commissioner, Mr Brian Horner, at a Newcastle upon Tyne public inquiry.

Mr Charles Holgate, trading as David Holgate Coaches, c/o BRS Northern, Eastern Avenue, Gateshead, – the operating centre of North East Bus Services – had applied for a new standard national licence authorising the operation of one vehicle.

Mr Holgate said he intended to just do private hire work and a little bit of contract work.

In reply to Mr Horner, he said he had not got a coach as yet but he knew of one that he wanted to buy – a 45 seater Bedford that had just been retested. He did not know the actual registration number but thought that it was a 1974 vehicle. He had not seen it yet. He had been told about it by a friend who was taking him to see the vehicle at the weekend.

Mr Horner said he had a letter about Mr Holgate carrying on at the former premises of North East Bus Services, plus a letter from Silver Service.

Mr Holgate said Silver Service was going to do the safety checks once a month. He did not know what the mileage would be at this stage. Asked whether he had a contract with

Silver Service, he said he had a letter from that firm.

After Mr Horner said that was not a contract, Mr Holgate said Silver Service was not doing the maintenance, only the inspections. The maintenance work would be done by himself and a Mr Robert Steel, who would be employed part-time.

He did not know Mr Steel's qualifications, but he was time served. There was also another man who was going to help him, a Mr Telfer, who had been employed by another coach firm, Armstrongs, since he left school.

He was not a qualified fitter himself, said Mr Holgate. It was just a question of what he had picked up as he went along. He had the use of an inspection pit at the Silver Service premises to do the work.

In reply to Mr Horner, Mr Holgate initially said he had no connection with BRS Northern, but then said he was renting a plot from Altona Coaches on which to park his vehicle, which was in the BRS complex. His office would be at his home address, 5 Wesley Terrace, Annfield Plain, Stanley.

Asked what part his son was playing in the business, Mr Holgate said he was just a young lad at the moment, aged 16. He was working as an apprentice fitter for another coach firm at the present time.

Pressed as to why he wanted to run the business in his son's name, Mr Holgate said his son

would be taking over eventually. It was just his choice. He could put whatever name he wanted on the bus. He would be responsible personally for the bus and the operations. He had put it in his son's name as his son wanted it and he chose to do it that way.

After Mr Horner said that was unacceptable, Mr Holgate said that he could not see what difference it made.

Mr Horner said that the name made no difference, but who was responsible did.

Mr Holgate replied that he had said he would be responsible, but Mr Horner said frankness was required at licensing hearings – there had to be another reason and he wanted to know what it was.

Mr Holgate said he had told the Deputy Commissioner the reason. There was no special reason for calling the business David Holgate Coaches. It was just the name they had chosen.

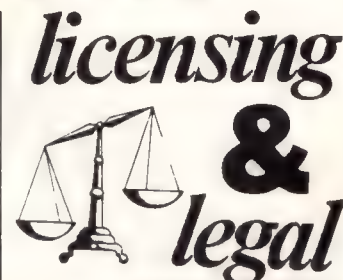
His son was the lad who would eventually carry it on and he had put it in his son's name. It was simply that. There was nothing devious about it.

Questioned further, Mr Holgate said the maintenance records and the tachograph records would be kept at his home. He was keeping the coach at Altona as it was cheaper to travel there and back by car than to use the coach.

He agreed that he did not have a maintenance contract, saying he had not known he needed one. If the letter was not sufficient, he would have to obtain a contract.

After considering financial evidence in private, Mr Horner said he could understand the anxiety of Mr Holgate to obtain a licence to enable him to continue working in the PSV industry with which he had been connected for many years. However, as Traffic Commissioner, he was deeply concerned about the responsibilities lying on an operator's shoulders.

He took account of the maintenance and financial history of the previous partnership, said Mr Horner. From the evidence, there was no guaranteed revenue available to Mr Holgate. The maintenance position was even



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By Michael Jewell

less secure. There was no evidence of a contract or about the related costs.

He had been told that the maintenance work was to be carried out by two part-time fitters. They were alleged to be skilled but there was no evidence to support that statement.

The financial evidence was very flimsy and lacked the professional advice of an accountant. He felt that the figures in relation to revenue were unrealistic and not set out in a professional manner.

Mr Horner said the whole evidence had been fragmented and changed all along the line. The operating centre and the maintenance arrangements had been changed from those originally proposed.

The whole situation was indicative of disorientation and gave him no confidence that he ought to grant a licence. He was not satisfied with the information he had received. The evidence was too flimsy and too risky, and he felt it was in Mr Holgate's best interests not to proceed at present.

Mr Holgate required much more advice and much more security before proceeding with a licence application, bearing in mind the history and the previous problems he'd had to face.

Refusing the application, Mr Horner said he felt his decision was in the best interests of both Mr Holgate and the public who would have to use his service. ■

Decision will be challenged

A DECISION by the North Eastern traffic commissioner is to be challenged at an appeal to the Transport Tribunal.

Mr Frederick Whalley decided to only grant for 12 months an application for a licence by Amberley Travel Ltd, of Pudsey, with a condition that none of the seven vehicles authorised may be used to provide a local service of any description.

Following his decision on the company's licence application, the Commissioner directed that all local services operated by Amberley Travel on behalf of Amberley Coaches (Yorkshire) Ltd be terminated and that the latter company's licence also terminate.

A request that the Commissioner's decision not take effect until the outcome of the appeal is known has been turned down.

RINGING IN THE CHANGES FOR THE 1990s

PERHAPS it's early days for the new decade, but the 'dawning of a new era' is LAG Bus's marketing slogan for its new 'Eos' integral coach – launched at BCC's Coach and Bus '89 last weekend.

Eos is the Greek god of dawn and the coach is a brand new product, from LAG's new £5.3 million factory in Belgium which has a maximum capacity of 500 units per year. A staff of 300 will be producing an estimated 160 such vehicles throughout 1990.

According to LAG Bus's UK MD Vernon Edwards: 'With the new Belgian facilities the present market of Belgium, Holland, France, UK and USA will be expanded to include Italy, Spain and West Germany.'

A completely new concept in LAG's coach design, the Eos represents the fruition of five years development work from an original idea of LAG's president, Tony Geusens. RHS production models will be available next February – in good time for the start of the UK season.

Powering the Eos coach is the new DAF DKX engine generating 354bhp @ 2,200rpm and giving 970lb ft of torque @ 1,250rpm. Transmission is through ZF's recently-developed 6S-150C close-ratio gearbox with morse control, and the Eos will be one of the first coaches in the UK to use this improved manual gearbox.

This will be fitted as standard for the UK with a ZF integral hydraulic retarder. Although this represents a weight saving of 140kg and a cost benefit to the customer, it is thought that Telmas, as fitted to the show vehicle, will be an available option, although at a price premium.

Despite having a host of such new features, its main attraction must be its lightness – lighter, in fact, than the Panoramic which it will completely replace at the end of the 1990 season.

The Bus and Coach Council's big show once again proved a winner with the thousands of operators who turned up at Birmingham's NEC. Rod Davey, Mike Morgan and Mark Williams report.



Star of the show was the LAG EOS seen after unveiling.

In addition, it has a capacity to hold 53 Vogel 2000, or the optional Vogel 3000 reclining seats comfortably. This has been done by optimising saloon space, without compromising the driver's area – rear corners are squarer, enabling the rear five seats to be mounted further back, while the driver is seated nearer the windscreen.

Other new features include easily removed bolted tinted double-glazed side windows, both internally and externally, in the event of breakage. There is also a standard microprocessor-controlled AAC (Active Air Control) which not only maintains the saloon temperature but also has a chill facility.

Both luggage and fuel capacity has been improved. In comparison to luggage space of 8.3 cubic metres on the Panoramic, the Eos has 11.9 cubic metres. If the standard continental exit and sunken toilet, with its unique space-

saving diagonally-mounted toilet, are removed, luggage space increases to 13.8 cubic metres. Fuel capacity has likewise been increased from 350 to 750 litres.

Moving the spare wheel and mounting it under the driver, with access from the front, and bringing the fire retardant driver's bunk forward into the front overhang, is combined with the fitment of LAG's independent front suspension – completely new to the UK market.

It is complete with disc brakes which are designed to fit standardised wheels enabling commonality with 295/80R tyres. The rear axle is a ZF unit, and the Eos has air suspension front and rear, complete with a lowering device.

Such design features within the underframe layout, as well as the larger 5.8 metre wheelbase, are believed to optimise weight distribution. There are ski lockers over the



rear axle which, in common with the side lockers, have space-saving pantograph-hinged doors.

Steering is pneumatically-assisted ZF, and other features include courier seat, Webasto pre-heater, standard Blaupunkt sound and video system, unique underfloor fridge, air conditioning located in front wheel arch with longitudinal condenser and a host of others which space forbids.

According to Edwards, the Eos is being launched with a net price of £210,000: 'The strategy is not to chase volume, and I estimate sales in the region of 30 to 35 in the first year. It's the BMW image for us – quality, reliability, value for money and excellent after sales service.'

First orders include two for Antler Holidays, one for Swaines Coaches of Nottingham, one special sleeper for Alec Best and two for a London operator.

Kassbohrer (UK) Ltd displayed two S215 HR Regionals on its stand. Jim Shuttleworth, MD, told *Coachmart* at the end of the show he had received a positive order for three coaches, and an unconfirmed order for four. In the demonstration park was a left-hand drive Spanish-built example.

Shuttleworth said: '2,300 units were built in 1989... demand cannot be satisfied without using the Spanish factory.' Five countries including the UK will start to receive vehicles from the Bilbao factory. This factory has a 500 capacity. Everything with the exception of the interior will be sourced from Germany. The



The first 8.5 metre Dennis Dart in London Buses colours.

Spanish interior will be modified for the UK with the possibility of Holdsworth moquette.

The Spanish coach had a MAN 330 engine illustrating the flexibility offered by Bilbao with MAN, Cummins and Pegaso engines a possibility.

Shuttleworth said: 'There has been an incredibly good reception to this coach. There has been sufficient interest to justify the planned 1990 build programme.' He also maintained that there is a cost benefit which will enable customers to afford a higher specification. The first of 10 Spanish Setras for the UK should appear in March.

The two Mercedes Benz 0303s on the Yeates stand had obviously attracted the attention. MD Ian Soden was pleased at the sale of one of them to Arleen Coaches, Peasedown St John, Nr Bath. This £117,000 coach will have Sutrak fitted, and is the first MB integral for Arleen.

Soden said that MB sales average 25 per year and there were no plans to add other models to the UK range. Hans van Dijk from Mercedes Benz AG described the Ensign Charisma as a 'pure unauthorised copy', the availability of which illustrated the dichotomy facing its engine sales division.

Ensign had three Charisma 315s on display. Angel Motors had bought one, and MD Peter Newman thought it may be used by the Spurs first team. Newman also explained the display of a short 9.27 metre 39 seat left hand drive vehicle in the demonstration park.

This vehicle was on its way to Russia, but was being used by Ensign to test reaction. Newman said there had been

enough interest. 'Chartercoach has ordered one, and the first UK vehicle will arrive in March 1990.' The baby Charisma is as yet unnamed, but will be to a similar specification to its larger brother.

Also using MB running units is the DSB Dubrava D3500. John Dunn, director, told Coachmart the display coach for D L Bennett (t/a Hamilton) of Uxbridge was the third for that fleet, which had received the first for the UK.

Dunn said: 'We have sold 81 (including 14 for Eire) since November 31 1988.' DSB now takes 10 percent of the Yugoslav production. The low-line Dubrava starts at £65,650, with £73,650 for the high-line. Dunn added: 'This is a product for operators to make money with.' Currently UK moquette is being supplied to the FAP factory and there are plans to source certain parts in the UK such as valves which have been a problem.

Coachmart gave DSB the idea to visit Yugoslavia, thus leading to the arrangement with FAP to import a coach described by Dunn as 'filling a gap created by a shortage of good second-hand vehicles'.

Looking uncomfortably close to DSB were the two Bovas on the Moseley stand. Still refreshingly different, the Futura will be available in 10.4 metre length in 1990. Marketing director Alan Wilson said: 'We received 24 enquiries at Kortrijk and there has been much interest at the BCC.' The shorter Bova has a potential for 44 seats and will be available for March/April delivery.

Bovas for 1990 will be available with disc brakes, a larger 360 bhp engine, and up to 57 recliners. Wilson reported a trend to more seats with less demand for toilets. Wilson said:

'The Bova is the only integral which qualifies for DAF aid in the UK ... it is the better served integral because of Bova's operation in Holland, France, Germany and Switzerland.'

The integrals battle in the market place with the conventional body on chassis combination. DAF bus operations manager David Skinner said it was looking very closely at the integral Metrobus recently acquired jointly with Optare. Skinner said the intention was to get the bus 'back on the road as soon as possible after some re-engineering'. Any modifications will not be substantial otherwise there could be little value in buying the vehicle.

On a joint stand with Stuart Johnson, Swedish rear-engine specialist Scania displayed an impressive three-axle K113 TRB with Van Hool Alizee Super High 44 seat body for Wilfreda Beehive, Doncaster. Wilfreda now has nine new Scania in 1989. Scania ended 1983 with 24 sales. This was followed with a sales increase of 30 percent per annum to 130 in 1988 and 129 being sold up to

September this year.

The other Swedish chassis, Volvo – now inextricably linked with Leyland – was very much in evidence throughout the show, reflecting industry confidence in the B10M. Only two bodied Tigers were displayed in the whole show, whereas there were many Swifts.

The Tiger chassis with Cummins engine now looks to be very competent and does provide an important alternative to the B10M. The Swift appears to have carved a niche in the smaller bus/coach market. The Reeve Burgess 7.2 metre Swift with 130 bhp turbo Cummins was displayed in London Express livery.

With manual gearbox, the narrow chassis design reveals its shortcomings in the entrance/cab area. This is less of a problem in automatic form with off-side gear change/handbrake.

The Swift will be leased through Roadlease to Wessex National for use on services 888 to Frome and 886 to Gosport.

Dennis grabbed attention with the first showing of an 8.5 metre Dart and a 9 metre Dart for Hutchisons. News is the



Van Hool showed the first right-hand drive A500 city bus. It is to be offered with either Cummins or Gardner engine.



The completed Berkhof Excellence 1000/MAN was seen under construction in Coachmart (October 5, 1989).



Optarised Metrorider for Ipswich Buses.

development of a 9.8 metre version in 6-9 months, seating 47 plus 17 standing, recognising the demand for a short 'National' replacement. Dennis anticipates a 15-20 percent increase in output (mainly Dart) for 1990.

The **Plaxton/Javelin** on display was another for Lewis's Coaches. This investment is the result of a good season for the Rugby-based company. With 53 seats and low driver, this combination displayed certain design problems in the cab area.

The critical 50-70 mph range of the tachograph dial is hidden from driver view. In traditional style, Plaxton has a sunken well for the driver's floor. This created a lip close to the exhaust brake pedal and a raised step adjacent to the clutch pedal. In addition, the well would be difficult to keep clean.

Duple may not be dead if the demonstration park is anything to go by. Kirkby displayed a 425 and Yeates a 320 on Javelin chassis.

Plaxton reminded the show of its position as dominant market supplier with its extensive use of corporate livery and Arctic Tern symbol. Outside was an exception to this rule in the shape of a 4000 bodied Scania K113TRB. Beautifully painted and signwritten by Plaxtons in a very ambitious Mediterranean sunscape, the coach is destined for use on Martindales Spanish programme.

The corporate identity spread to the **Kirkby** stand where a full range of coaches included B10M and Tiger with Plaxton bodies, B10M with Ikarus. Interesting and useful comparisons could be made. The good dash display on the Plaxton Volvo did not combine with useful seat height adjustment.

AVE Berkhof's inaugural

display included an Excellence 2000-bodied Scania in the demonstration park.

Contrasting with the Plaxton 4000, Berkhof had incorporated easy access between lower passenger saloon and driver's area.

Berkhof is seen as offering an alternative to Van Hool. **Van Hool** had four coaches on display, with two others outside.



Carrosserie Lorraine-bodied Iveco 315 30 seater on the Kirkby Stand.

An example of the A500 city bus was also there in right-hand drive to test reaction. Yves Goffin, Van Hool press and publicity director said the reaction had been considerable.

The bus will return to Belgium for type approval before being made available for demonstration testing. As an integral it offers a flat floor and Cummins engine, but Gardner will be an option in the UK, whereas MAN or DAF are offered on the European mainland.

Two of the Van Hool exhibits were mounted on chassis (Volvo and DAF) – the others being integrals. An Alicron with MAN engine for Crusader

Holiday, Clacton and an Acron Royal with Cummins engine.

The other Belgian bodybuilder, **Jonckheere**, displayed two Deauvilles inside and the MAN demonstrator outside.

Northern Counties is now concentrating on big bus production after an interval of satisfying the mini market. Although there was a mini for Thamesdown outside, the inside display contained three double deckers and the first Renault PR100 Renault for a UK operator in the form of a specially modified vehicle for East London.

One of the most salient features of the show was the ubiquitous presence of minibuses in Hall 5.

The most notable exhibits were the 'Optarised' MetroRider, Europa's challenge to **Optare's** distinctive wedge front with its aptly named 'Challenger', **PMT's** 'Ami' creating a much improved build and design image within

the industry, **Reeve Burgess' 'Beagle'** on Iveco's 70.14 chassis, **Renault's** Beaver-bodied S75, Carrosserie Lorraine's **Iveco 315**, **Dormobile's** new shape Iveco 49.10, **Phoenix's** startlingly new frontal aspect on the Mercedes 811D, with production on the new 814D – and **LHE's** 'Traveller' outside the hall on the Iveco 49.10.

With the MetroRider's 'Optarisation' complete, the industry is now well aware of what is involved.

As well as a 12-month unlimited mileage warranty and a new 10-year anti-corrosion warranty, improvements include standardisation on Cummins 6B 6-litre diesel engine, Alison AT545 automatic transmission and disc brakes all round. Telma retarders are also available as an option.

A MetroRider, one of four ordered with MCW from Ipswich Buses, was on **Optare's** stand along with the now



Renault S75 with Reeve Burgess body for Harrogate and District.



Phoenix limited edition coach on Mercedes 811D for Summerfield Coaches of Southampton – Coachmart Operator of the Year.



The prototype Europa Challenger coach on extended Mercedes 811 chassis.

familiar City Pacer and StarRider, on VW LT55 and Mercedes 811D chassis respectively. As well as the Optare logo on the bonnet, the vehicle has tinted windows in rubber gaskets, a one-piece screen replacing the previously split screen (however, the split screen is still available as an option), and steel one-piece side panels replaced with multipiece aluminium alloy.

Other changes include the removal of the perishable rubber moulding on the skirt panels, shortening of the emergency door to remove the below-floor-level dirt trap, larger handrails, squarer windows and gutter moulds, new waist moulding, a 50mm deeper destination box, Ford headlights replaced by the Delta's halogens, larger side trafficators, replacement of underseat box heating with Purmo convector, dimmers on saloon lights, new trim layout, uprated driver's seat, and the passenger door single folder has been replaced with twin-leaf gliders allowing a full centre step.

Optare's MetroRider will be on the market in the low £40,000 range, and according to Richardson will not be available in coach options. This is probably due to the fact that, according to Richardson, 300 StarRider coaches were sold last year compared with only 130 33-seat MetroRider coaches.

On show was the 33 seat plus 12 standees variant – the SWB 25-seater will be available later. Richardson said: 'European exports will not be pursued in built form – but I believe there is a market for CKD (completely knocked down) kits.'

With designer John Seal back

from Optare, Europa looks set to challenge Optare with its similarly wedge-shaped 'Challenger', mounted on Mercedes 811D extended chassis. The vehicle, which has 27 Cambro coach seats and Purmo double-tube heating, was designed by Seal and will be manufactured under the supervision of production manager Paul Hancock, who previously worked for MCW and Reeve Burgess.

The Challenger's modernistic frontal aspect includes the re-siting of the header tank and air cleaners to allow easier access to the radiator. With a wide width of 2.35 metres and ECE 36 regulation specification throughout, sales manager Alan White compared its impact with its more conventional 'Enterprise' front – saying that the company had received far more enquiries.

The biggest small bus surprise of the show must be PMT's new 'Ami', again on the Mercedes 811D chassis. Both design and build quality were a vast improvement on PMT's previous Knype, mounted

respectively on Mercedes and Leyland Swift. This Stoke-on-Trent operator and manufacturer had both a bus and coach version on show.

In coach version, and destined for Glen's Coaches of Port Glasgow near Greenock, the Ami on show had 33 medium coach back seats – with full length overhead parcel racks and Purmo heating on the market for £40,000. The bus, which is largely the Bursley with an updated frontal aspect, is priced at £36,800 ex-VAT.

Another animal from the Reeve Burgess stable, the Beagle on the Iveco 70.14 chassis, was on the Iveco stand – and it must be said largely detracted from the company's new Iveco 49.10 Turbo Daily with its redesigned frontal aspect. The 70.14 chassis is derived from the 138bhp Zeta chassis which was used on Iveco's mid-range panel vans. The main differences involve extended overhangs front and back and an increased wheelbase.

In a collaboration with Reeve Burgess, the 33-seater coach will be the only body available in the UK on this chassis. The main exterior feature is the inward side curvature to bring the vehicle width within line of the chassis width. Complete vehicles will be available from next April and will have a list price of £54,450, which will net out to a discounted price of £46,280.

Close collaboration between Iveco and Plaxton is again emphasised with the Carrosserie Lorraine product mounted on the Iveco 315 chassis on Plaxton subsidiary Kirkby's stand. However, this product of Plaxton's French factory features the well-tried Plaxton

Remax seating. This midicoach also features sectional bumpers, aluminium panel work and the sort of coach refinements Plaxton's customers have come to expect.

The Iveco chassis is powered by a turbocharged diesel engine generating 168bhp through a ZF 6.36 manual gearbox giving top coach performance. With a seating capacity of 30 this small coach has parabolic suspension ensuring the ride is not excessively bouncy.

Dormobile's new shape Iveco 49.10 is KBD designed as was the Ford Transit – explaining the 'Doppelganger' effect of the frontal aspect. Unfortunately, this pre-production model was incomplete and had shrouded windows to hide the unfinished interior as this was definitely a pre-production model.

A startling appearance to the show was made by ex-Robin Hood **Phoenix International** with the limited edition coach mounted on the Mercedes 811D – with full-scale production scheduled for the 814D. Proudly proclaiming 'The only new minibus design which does not emulate Optare', Phoenix's joint MD Derek Edwards told us this was a 'limited edition' specification for Summerfield of Southampton, *Coachmart's* 'Operator of the Year' – with options for 24 recliners or 29 fixed seats.

Out in the cold of the bus park this time, Robbie Hood's rival **LHE** had the 23-seat 'Traveller' mounted in the Iveco 49.10 – featuring a new frontal aspect and all the promise of this experienced coach builder.

Other exhibits of note included Doncaster-based **Coachcraft's** first conversion of a Renault Master Turbo – with video and drinks machine making this good-looking conversion a truly executive 14-seater. **Scotts of Belishill** had a very attractive Hawk body mounted on a Mercedes 811D chassis – to a high specification, the vehicle had 33 Lazerini seats and is priced at £39,000 ex-VAT. Even the staff were resplendent in kilts.

Carlyle displayed its C12 developed from the Concept 2000 vehicle – with 25 luxury seats. The stand was enlivened with Devon General's first Transit, the 'Little Willie' circa 1984. It should also be remembered that Carlyle will be producing the Dennis Dart bus from March 1990.



Shown on Iveco/Ford Daily is Dormobile's new KBD designed body.

BCC SHOW



A Berkhof Excellence double-deck body on Scania chassis in the demonstration area.



One of the first Northern Counties-bodied Renault PR100 buses for the UK, one of three for Luton Airport, was shown inside the show. A single-door London Buses example was inside Hall 5.



A Robert Wright-bodied Mercedes-Benz was displayed outside in Ulsterbus colours.



Wadham Stringer showed one of its Winchester coach bodies on a Leyland Swift chassis. These vehicles are sold currently by Arlington at Enfield.



Carlyle showed one of its first Mercedes-Benz 709D-based minibuses. It will be used as a demonstrator and will also provide extra capacity on the Merry Hill Minibuses service in which Carlyle has an interest.



Willowbrook showed one of its increasingly popular Warrior bus bodies on a reconditioned Leyland Leopard chassis.

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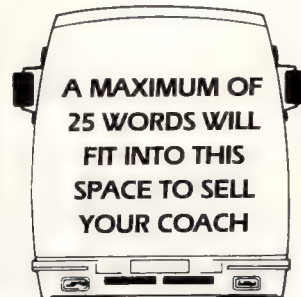
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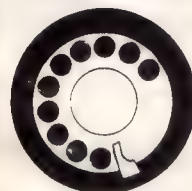
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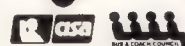
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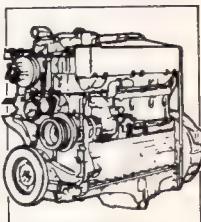
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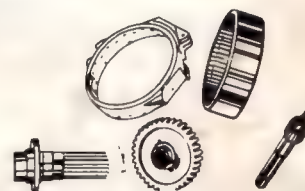
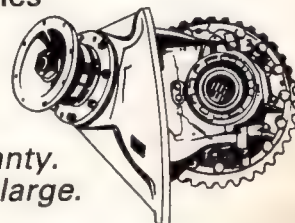
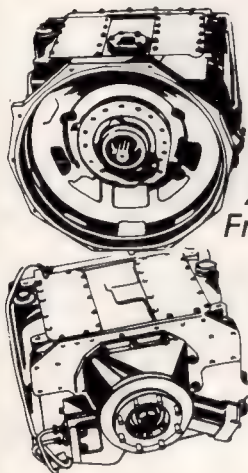
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0273 504059 eve

(32789/UN)

SALE DUE TO SURPLUS

1982 DAF MB200 JONCKHEERE
BERMUDA. 49/53 re-moquetted reclining
 seats, carpets, toilet/washroom, video,
 drinks machine, driver's bunk, new
 Blaupunkt stereo system, splitter, Telma,
 private plates, good condition
 throughout, MoT August 1990. Bargain at

£40,000 REDUCED TO
£36,000 + VAT

VOLVO B58, private plates, 53 seats, Telma,
 power door, wired for TV and radio, taxed and
 MoT'd. **£8,000 + VAT**

BEDFORD DUPLÉ YRT, 1974, 53 seats, taxed,
 MoT'd. **£2,400 + VAT**

BEDFORD 466 YRT, 1976, 41 seats with side lift,
 taxed and MoT'd. **£3,500 + VAT**

1976 FORD DUPLÉ, 53 seats, power door, taxed
 and MoT'd. **£3,000 + VAT**

1973 FORD DUPLÉ, 53 seats. £700 + VAT

Telephone day: (08055) 203/476
or eve (0237) 472286

(32712/UN)

IVECO 35.8 1985 MINIBUS

12 coach seats, high roof, white, very
good order, MoT April 1990.

£6,500 ono P/X considered

Tel. 0254 678830
(Blackburn)

(32672/UN.60)

CHOICE OF 3

1984 KASSBOHRER SETRA, double deckers, 5228 DT, one 70 seater, two 74 seaters. All have new or reconditioned engines, differentials and gearboxes with V8 engines, 8 speed ZF gearbox in each

£66,000 each

ALSO

1985 NEOPLAN with V10 engine and 6-speed ZF gearbox
£68,500

All four vehicles are fitted with toilet, drinks machine, fridge, radio/pa, sausage boiler and 6 to 8 TVs in each with videos.

Contact Martindale Coaches
on (0740) 651500

(32584/UN 59)

FOR SALE

6 Leyland Leopard Coach 1979-80

5 AEC/Berkhoff.....1984

7 Leyland National II (10m) 1981

2 Leyland National (I/Series II)
(11m)1979

Tel: 0226 716166
(After 6pm)

(32604/UN)

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New and used spares to fit Bristol
RE, LH, VR, FLF.

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Tel. (0977) 682415

(32703/UN/60)

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Signature **Date**

CAMM'S OF NOTTINGHAM END OF SEASON SALE

1980 (V) LEYLAND, 680 semi, power door, 57 seats Van Hool Oragon, good MoT, **£15,750**.

1981 (W) FORD PLAXTON, 53 seats, good spec, good MoT, choice of three **£10,250 each**.

1980 (V) FORD PLAXTON, 53 seats, good MoT, power door, choice of two, 1 at **£6,000**, 1 at **£7,500**.

1980 (V) FORD DUPLÉ DOMINANT, good MoT, power door, choice of two, **£7,250 each**.

1978 (S) AEC DUPLÉ with late type front, deep screen, power door, 53 seats, **£8,250**.

1975 (N) AEC PLAXTON with MK 4 front, 44 seats, toilet, power door, **£5,000**.

1976 (R) SEDDON PENNINE, 53 seats, 24 standees, service buses, Gardener Eng, choice of four some with 13 months MoT, **£4,750 each**.

1976 (P) SCANIA METROBUS, 74 seats, d/decker, choice of four, good MoT's, **£3,500 each**.

1966 LEYLAND PD3, training bus (with gear lever), very good for its age, MoT Aug 1990, **£3,500**.

1979 (T) BEDFORD PLAXTON, 45 seater, rebuilt engine, MoT'd this week, **£7,800**.

**All vehicles open for any inspections, pits available,
all in daily use.
All prices plus VAT.**

Phone Pat or Alan on Nottingham (0602) 789466. (32733/UN)

1979 FORD T152

V plate, Duplé Dominant 35 seater,
MoT April 1990.

£10,500 ONO + VAT

1975 BEDFORD 500

Plaxton Elite 3, 45 seater, MoT May 1990,
Telma, good contract vehicle.

£2,750 + VAT

Phone now on

0922 401338 (32735/UN/60)

1973/4 LEYLAND LEOPARD MARSHALLS SERVICE BUSES

Taxed and MoT'd, ready for
work, choice of six

£5,500 EACH

Tel: 0827 288822

(32805/UN/60)

P REG FORD DOMINANT, 53 seater, MoT to
February 1990, **£2,000**. **1978 SEDDON PENNINE**
BUS, 53 seater, Gardner engine, year's MoT,
£5,500. Tel. (0566) 4848. (32734/UN)

1977 FORD R114 PLAXTON. Choice of 2, long
MoT's July & August. **£4,500 EACH + VAT**, also,
1976 BEDFORD, 29 seater PJK Telma, power door,
£4,500 + VAT. All vehicles in good condition. Tel.
0482 830364 or 836496
Northumberland. (32727/VN/60)

Up-to-date information
available in

'Coaches Welcome'

ROWE OF MUIRKIRK HAVE FOR SALE

VAN HOOL ASTRON

57/59 reclining seats, toilet,
drinks machine, TV/video with
two screens. Twin drivers bunk,
private plates. MoT May '90.
£45,000 ono

VOLVO VAN HOOL

ALIZEE 'H' 49/51 reclining
seats, toilet, drinks machine,
fridge, TV/video. Reg. April '88.
MoT March 90. **£85,000 ono**.

Tel: 0290 61300 Day
Tel: 0290 61647 Eve

(32519 UN)

ERRINGTONS

NEW TOYOTA CAETANO OPTIMO GL, 18 reclining
seats + courier and large rear locker, white, grey
interior, immediate delivery.

NEW TOYOTA CAETANO OPTIMO GL, 21 seats &
courier, white with red interior, immediate delivery.

1984 BEDFORD YNT, ZF 6 speed, Duplé Laser (51),
power door, radio/PA, side locker, MoT June '90.

1987 (E) FORD TRANSIT (new shape), petrol, 5 speed,
12 highback seats, MoT Sept '90.

1981 BEDFORD YMQ'S 500 fully automatic service
bus, 33 moquette seats + 8 standees, MoT June 1990,
power doors.

1973 BEDFORD YRT PLAXTON, 53 seats, power door

1971 FORD TRANSIT petrol, twin wheel (12), PSV,
MoT Feb 1990, **£825**.

Evington, Leicester LE5 6DQ
Tel. (0533) 730421 (31837/UN/57)

FAVESWAY

MOTOR COACHES LTD

1982 Leyland Tiger 260/Duplé, 49
seater Exec with WC, TV and video,
hot drinks. Recent factory fitted
engine and gearbox. Private plate.
Good condition throughout.

..... **£26,500 + VAT ono**

1980 Volvo B58/Plaxton, private
plate, 53 "E" type seats, 12 metre
body, COF Sept 90

..... **£23,500 + VAT**
ono

Tel: 0942-727985
(Lancashire)

(32722/UN/60)

END OF SEASON SALE

1 45 seater Plaxton Supreme VI, Y reg Bedford turbo. **£12,000**

1 53 seater Plaxton Supreme, R reg Bedford 500, (new engine). **£5,500**

1 44 seater recliners Plaxton Elite, (new engine). **£3,000**

1 14 seater Talbot Express, 1988, E reg, diesel turbo. **£8,000**

1 14 seater Talbot Express, 1987, D reg, diesel. **£7,000**

1 15 seater Bedford Midi, (non PSV), D reg. **£3,500**

Hyundai Pony, B reg (car). **£1,200**

Contact 0708 28111

(32650 UN 59)

4 WAYS TO SELL IT FAST

CALL SUE, RICHARD, PAUL OR SALLY
BEFORE 1pm Tuesday
ON 0733 63100

1 STANDARD POSITION

1974 BEDFORD YRT DOMINANT I, 53 seat Express, test July '88, recent reconditioned engine and gearbox, new clutch, straight panels. £4,200. Tel. 0743 83442 (Shropshire).

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IDEAL FOR SPARES & MISCELLANEOUS ITEMS, in addition to vehicle sales.

The example shown would cost only £27.00 inc VAT.

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All these rates apply to PRE-PAID advertising

2 SPECIAL POSITION

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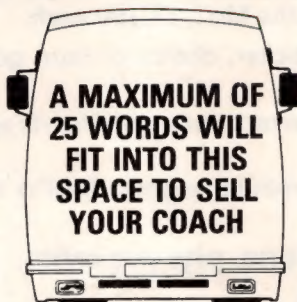
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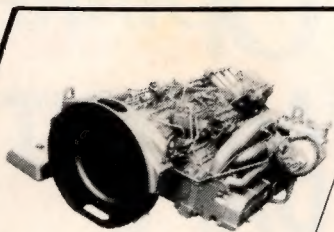
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26	27	28	29	30
31	32	33	34	35
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Redbridge

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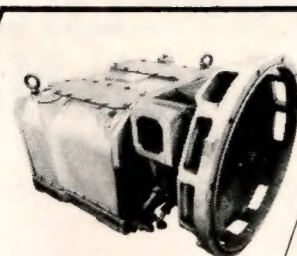


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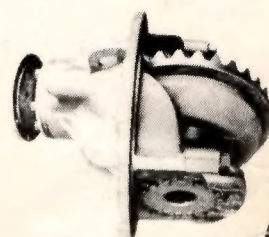
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FAX: (0933) 78181
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1987 DAF MB2300 JONCKHEERE JUBILEE P50, 51 recliners, radio PA, tape, TV and video, carpets, curtains, tinted glass, double glazing, power door, continental door, toilet, courier seat, coffee machine, fridge, drivers bunk, intercom, side lockers and soft trim.

1987 DAF/DUPLE 340, 53 recliners, centre toilet, centre continental door, video equipment, water boiler, Suttrak air conditioning, radio PA, tape, courier seat, carpets, double glazing and prepared for Webasto.

1986 DAF SB2300, ZF splitter gearbox, 53 reclining seats with full length floor wheelchair clamps, concealed near side wheelchair lift, radio, PA, tape player, 2 monitor video system, tinted double glazing and sun blinds, Webasto, centre toilet, cont. steps, cont. door, drinks machine, fridge, courier seat and air con.

1985 BOVA FUTURA SUPER DINER EXECUTIVE, 40 reclining seats/30 reclining seats with tables, rear servery, including microwave, water boiler, sink, fridge and a variety of cupboards, 3 video monitors, radio tape and PA system, centre sunken toilet, centre cont. door and steps, courier seat, full Suttrak air con., double glazing, full draw curtains, full saloon carpet, Webasto, full air suspension, heated rear view mirrors, drivers bunk, independent generator set.

1985 DAF MB230 L.A.G. GALAXY, 49/53 recliners, rear sunken demountable toilet, continental door, drivers bunk, tinted double glazing, suspended drivers seat, radio pa tape, video and monitor, coffee machine, Webasto and carpet to aisle.

1985 LEYLAND TIGER 245 PLAXTON PARAMOUNT 3600, 53 recliners, courier seat, radio PA tape, 6 speed gearbox, Telma, wired for TV and video.

1985 NEOPLAN JETLINER, 49 recliners, radio, PA & tape, video, 2 monitors, blinds, power door, centre sunken toilet, courier seat, Klix coffee machine, fridge, side lockers and soft trim.

1984 BOVA EUROPA III, 49 reclining seats, toilet, TV/video equipment, Webasto, Nomad drinks machine, carpets, curtains, courier seat, radio, PA, tape, plug door.

1984 DAF SB2300 LAG GALAXY, 49 recliners, radio, PA/tape, TV/video, carpets, curtains, tinted glass, single glazing, Webasto, power door, toilet, coffee machine and drivers bunk.

1984 DAF MB DUPL CARIBBEAN I, 50 recliners, ZF splitter gearbox, radio, PA/tape, tinted glass, power door, continental door, courier seat, side lockers and moquette to roof.

1983 FORD PLAXTON 3200, 53 seats, radio PA and tape, video, curtains, power door, soft trim.

1981 FORD R1114 PLAXTON SUPREME IV, 53 recliners, radio PA, tape, curtains, Telma, water heater, coffee machine and side lockers.

1975 BEDFORD YMT PLAXTON ELITE, 53 fixed seats, Telma, manual door, radio PA, tape.

DURING OFFICE HOURS CONTACT: (0933) 440221

AFTER HOURS AND WEEKENDS CONTACT:

Malcolm J. Watkins (0568) 84637 or (0836) 221699, West, Wales,
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John Dover (084421) 7994 or (0836) 280951, East, London, South East
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1988 E SB-DHTD DUPLÉ 320
1988 E MB230 PARAMOUNT 3500**
1988 E MB 230 VAN HOOL ALIZEE 'H'
1988 E SB-DHS VAN HOOL ALIZEE
LOW DRIVER
1988 E SB-DKV VAN HOOL ALIZEE
LOW DRIVER
1988 E SB-DHS DUPLÉ 340 SL
1987 D MB230 DUPLÉ 320 SL
1987 D SB-DHS DUPLÉ 340 SL
1987 D SB-DHS PLAXTON 3500**
1987 D MB230 DUPLÉ 340
1986 D SB-DHTD PARAMOUNT 3200 LOW DRIVER
1986 D SB DHS CAETANO ALGARVE
1986 C MB 200 CAETANO ALGARVE
1986 C MB 200 LAG GALAXY
1986 C MB 200 CARIBBEAN 11
1984 B SB-DHS JONCKHEERE P50
1984 MB 200 VAN HOOL ALIZEE
1984 A MB 200 CAETANO ALGARVE
1981 W MB 200 PLAXTON SUPREME IV

57R
53R
51R + TOILET
51R + TOILET
51R + TOILET
57R
57R
53/57R + TOILET
53R
53R
55'E' TYPE
49R + TOILET
49R + TOILET
49/53R + TOILET
49R + TOILET
51R + TOILET
51R + TOILET
48/53R + TOILET
53R

VOLVO

1987 D B10M PARAMOUNT 3500****
1982 X B58 DUPLÉ DOM IV

49/53R + TOILET
53R

AEC

1979 T 760 DUPLÉ DOMINANT II 53

BOVA

1985 C FUTURA HI-LINE EXEC 49R + TOILET
+ AIR CONDITIONING
1983 BOVA EUROPA 53R
1982 Y EUROPA 49R + TOILET

LEYLAND

1984 B TIGER PLAXTON 3200 53E
1982 X TIGER PLAXTON SUPREME V EXPRESS 53
1982 X LEOPARD ZF DOMINANT IV 57
1981 W LEOPARD ZF PLAXTON SUPREME IV 48R + 5

BEDFORD

1981 W YMT DOMINANT 11 53
1980 V PJK PLAXTON SUPREME 29
1975 N YRQ PLAXTON 45

FORD

1981 W R1114 DUPLÉ DOMINANT III 53
1980 W R1114 PLAXTON SUPREME IV 53

BRISTOL

1978 S LHS PLAXTON SUPREME 35



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